

THE RIO NEWS.

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RIO DE JANEIRO, APRIL 5TH, 1898.

NUMBER 14

WILSON, SONS & CO.
(LIMITED)
2, RUA DE S. PEDRO,
RIO DE JANEIRO.

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Pacific Steam Navigation Company
Shaw, Savill & Albion Co., Ltd.
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Having large workshops and efficient plant are in a position to undertake repairs of all descriptions to ships and machinery.

Coal.—Wilson, Sons & Co., Limited, have depots at St. Vincent, Cape Verde, Montevideo, La Plata and at the chief Brazil ports; and, among others, supply coal under contract, at Rio, to

The Brazilian Government;
Her Britannic Majesty's Government;
The Transatlantic Steamship Companies;
The New Zealand Shipping Companies,
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Coal.—Large stocks of the best Cardiff steam Coal always kept in Rio depot on Conceição Island.

Tug Boats always ready for service.

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Ballast supplied to ships.

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Successors to H. R. CANELES & CO.

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1 - Praça 15 de Novembro - 1

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BRIDGE WORK OF THE UNION BRIDGE CO.,

and all Railway supplies, both European and American.

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These locomotive engines are adapted to every variety of service, and are built accurately to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable.

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All work thoroughly guaranteed.

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Every description of Freight Cars for broad and narrow gauge Railways.

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Every description of Passenger Cars for broad and narrow gauge Railways.

Special attention given to the Sectional Construction of Carriages for shipment to Foreign Railways.

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The standard preventive against the perils of a tropical climate, counteracting the effects of excessive heat and normalising the functions of the stomach, intestines, liver, and kidneys. Cures headaches, acidity of the stomach, indigestion, colic and rheumatism in its incipient forms. Mixed with their milk, it prevents bowel troubles in children. It is also a valuable relief for women *en route*. Pleasant and refreshing, it can be taken freely as a beverage and is the only alkaline draught that forms no dangerous deposits in the stomach, intestines and bladder.

For this important contribution to medical science and practice, Her Britannic Majesty conferred the honor of knighthood upon its inventor, Sir James Murray, M. D. His signature, written with green ink, is found upon the label of every genuine bottle.

Price, in all pharmacies,

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The best material used and all work guaranteed.

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RIO DE JANEIRO.

Insurance.

PHENIX FIRE OFFICE.

Established 1782

Authorized by Imperial Decree No. 8,067 of
March 25th, 1887.Insures against risk of fire, houses, goods and mer-
chandise, and offers the best of guarantees with the
most favorable conditions.

G. C. Anderson, Agent.

2, Rua General Camara—1st floor.

This company has just issued in London an Insurance
policy for the Atchison Topick and Santa Fé
Railway Company, United States of America, for the
amount of \$17,580,156.00 (17,580,156), having received
(the respective premium amounting to \$169,109.00
£45,240).No other company has ever taken so large a risk up
to the present date.COMMERCIAL UNION ASSUR-
ANCE COMPANY, LIMITED.

Fire and Marine.

Capital £2,500,000

Agents for the Republic of Brazil:

Walter Block & Co.

No. 115, Rua da Quitanda.

THE MARINE INSURANCE
COMPANY, LIMITED.Capital £1,000,000 sterling
Reserve fund £ 500,000 "

Agent in Rio de Janeiro:

G. C. Anderson.

2, Rua General Camara—1st floor.

LOYAL INSURANCE COMPANY.

LONDON AND LIVERPOOL

Capital £2,000,000
Accumulated funds £8,250,000Insures against the risks of fire, houses, goods and
merchandise of every kind at reduced rates.

John Moore & Co., agents.

No. 8, Rua da Candelária.

RONDON AND LANCASHIRE
FIRE INSURANCE CO.Capital (fully subscribed) £2,127,500
Reserve fund 675,335

Agents in Rio de Janeiro:

Edward Ashworth & Co.

No. 50, Rua 1^a de Março.BRITISH & FOREIGN MARINE
INSURANCE COMPANY LTD.Capital £1,000,000 sterling
Reserve fund 1,328,751 "

Agent: P. E. Swanwick.

57, Rua 1^a de Março—2nd floor.GUARDIAN FIRE AND LIFE
ASSURANCE CO., LIMITED.

Agents in Rio de Janeiro:

Youle & Co.

No. 38, Rua 1^a de Março.NORTH BRITISH AND MER-
CANTILE INSURANCE CO. LD.Total funds on 31st Dec. 1896 £12,954,512
Authorized Capital 3,000,000
Subscribed Capital 2,750,000

Agents for Rio de Janeiro:

Pullen, Schmidt & Co.

107, Rua da Quitanda.

Travellers' Directory.

São Paulo:

Through express trains leave the Central station
daily at 6 a.m. and 8:30 p.m.; returning leaves S. Paulo
at 5 a.m. and 5 p.m.Numerous steamers weekly for Santos, connecting
with the São Paulo Railway.

Cachambu and Lambary:

Central Railway (São Paulo express) to Curitiba,
thence by Minas and Rio Branco to destination.

Juiz de Fora, Barbacena, Ouro Preto, etc.

Through express trains leave Central station daily
at 5 a.m. and 8 p.m. Connect with all branches
along the main line (Linha do Centro) of that rail-
way. Interim trains leave at 7 a.m. and 4 p.m.—
the first running through to Barbacena, and the sec-
ond to Entre Rios.

Bello Horizonte:

Trains leave station of General Carneiro, on main
line of Central railway, at 2:21 p.m. and 11:40 a.m.—
the latter a mixed train.

Petropolis:

Baren leaves the Prainha at 4 p.m. daily, except
Sundays and holidays, to connect with railway at
Mangueira. Passenger train leaves S. Petropolis (Saver
Station) at 7 a.m. and 5:15 p.m. on all
land routes. Passengers should take the suburban
train at the Central Railway station at 6:25 a.m., and
at 4:40 p.m. to connect with Petropolis train.Returning from Petropolis, the "Luzerna" train leaves
at 7:30 p.m., except Sundays and holidays, and the
"all land" trains leave at 6 a.m. and 3:30 p.m.
On Sundays and holidays the Baren leaves the
Prainha at 7 a.m. and the train leaves Petropolis
at 4 p.m., giving excursionists about six
hours in Petropolis.

Nova Friburgo:

Baren leaves the Praça das Marlinhas at 5:30 a.m. daily
and at 3 p.m. on Saturdays, the local
polina Railway at Santa Anna de Maraly. Returning
trains leave Nova Friburgo at 2:30 p.m. daily, and at
6 a.m. on Mondays. Excursion train leaves Maraly
at 3:15 p.m. (Baren leaves Rio at 2:30 p.m.), and return-
ing leaves Friburgo at 6:30 a.m.

Corcovado:

Regular trains, week days, leave 51, Rua Cosme
Velloso, Lapa Inferior, at 8 a.m. and 5:30 p.m.,
returning leave the summit at 7:30 and 9:30 a.m. and
1:40 and 7 p.m. On Sundays and holidays the
hours are: ascending 6:30 a.m. and 11 a.m., 12:30
3:30, 5:15 and 8 p.m.; descending 8:35, 10:35, 11:35 a.m.,
1:40, 2:35, 4:05, 6:7 and 9 p.m. Each train gives
the excursionist half an hour on the summit.N.B.—Travellers will oblige by notifying Editor of
any changes in the foregoing details that may be
experienced and of which no public announcement
has been made by the Railway authorities.

Official Directory

U. S. LEGATION.—Petropolis. E. H. CONGER,
Minister.BRITISH LEGATION.—No. 1, Rua Visconde de Ita-
buraty (opposite Custom House). Petropolis.
EDMUND C. H. PHIPPS, Minister.AMERICAN CONSULATE GENERAL.—No. 99, Rua
1^a de Março. EUGENE SEIGER, Consul General.BRITISH CONSULATE GENERAL.—No. 1, Rua
Visconde de Itaburaty (opposite Custom House).
WILLIAM D. BAGSTAFF, Consul General.

Church Directory

CHURCH OF ENGLAND.—Until further notice the
Church will be closed for repairs. The services will
be held every Sunday (except on the 1st Sunday in
the month) at twelve o'clock, in the Methodist
Episcopal Church (kindly lend) Largo do Catete.
Baptisms and Marriages at times to be arranged
with the Chaplain.IRVINE CRAWFORD, M.A., British Chaplain,
68, Rua do Anjo, Rio de Janeiro.1^a REJA IYAN SCILICA ELI MINKSE.—Rua Largo
de S. Joaquin, No. 75.—Divine service in Por-
tuguese on Sundays. Prayer meeting at 10 a.m.
Worship at 11 a.m. Biblical class to study the Holy
Scriptures, at 5 afternoon. Gospel preaching at
6:15 p.m. on Wednesdays. Biblical study and preach-
ing at 7 p.m.

JOAO M. G. DOS SANTOS, Pastor.

METHODIST EPISCOPAL CHURCH.—Largo do
Catete. English service at 12 a.m. Sundays. Prayer
meeting service Thursday, 7:30 p.m. Portuguese
services at 10 a.m. and 7 p.m. Sundays, 7 p.m.
Wednesdays.—E. A. TILLY, Pastor. Sunday school
11 a.m. at Fabrica Carica, Sundays, 11 a.m. and
4 p.m. Rev. FRANK WILDER, Pastor.PRESBYTERIAN CHURCH.—No. 15, Travessa da
Barreira. Services in Portuguese every Sunday at
11 a.m. and 7 p.m., and at 7 p.m. Thursdays.Residence, Rua Petropolis, 25.
ALVARO E. DOS REIS, Pastor.BAPTIST CHURCH.—No. 25, Rua de Santa Anna.
Services in Portuguese every Sunday at 11 a.m. and
7 p.m., and every Wednesday at 7 p.m.Caxia 352.
W. B. BAGBY, Pastor.IGREJA PRESBYTERIANA DO RIACHUELO.—
No. 24, Rua D. Anna Nery, Edificio do Riachuelo.
Services, Sundays 11 a.m. and 7 p.m.; Wednesdays
7 p.m. PASTOR L. H. SACHS, Pastor. Primary
school in the church building.

Professional Directory

Dr. William Frederick Eisenlohr, German Phy-
sician. Office: 78, Rua General Camara. Consulting
hours from 12 to 3 p.m.Englishmen and Americans wishing to learn Por-
tuguese should apply to PROF. L. MARCELLO, Rua
do Ouvidor, No. 95.Dr. Haverburg, Physician and acoustician.
Residence 286, Rua 1^a de Março. Consulting hours
from 12 to 3 p.m.Dr. Brissay, Surgeon, graduate of the Faculty of
Paris. Specialized in diseases of females, urinary
passages. Radical cure of hernias, hemorrhoids,
hemors, surgical diseases of the larynx, and surgical
operations. Consultations from 1 to 3 p.m., Rua da
Quitanda, No. 42.

Miscellaneous.

AMERICAN BIBLE SOCIETY'S AGENCY.—No. 20,
Rua d'Almeida.—H. C. TUCKER, Agent.BRITISH AND FOREIGN BIBLE SOCIETY'S
AGENCY.—Rua Sete de Setembro, No. 21.—On sale,
the Holy Scriptures in Portuguese, English, French,
German, Italian, Spanish and other languages.

JOAO M. G. DOS SANTOS, Agent.

BRITISH SUBSCRIPTION LIBRARY AND READ-
ING ROOM. 31, Rua Gonçalves Dias.—Open from
10 a.m. to 9 p.m.—For terms apply to Librarian.RIO SHAMEN'S MISSION.—Red and Reading Room,
10, Rua da Imperial, 2nd floor; W. J. LEWIS,
Missioner. Gifts of books, magazines, papers, etc.,
also of left-off clothing will be gratefully received
at the Mission, or at No. 27, Candelária.ROUTING MEN'S CHRISTIAN ASSOCIATION.—
No. 10, Rua da Quitanda, and others. Rooms open
from 6:30 to 10 o'clock p.m. Secretary's office hours:
from 10 a.m. to 1 o'clock p.m. Nicolaus A. Rodrigues
President; Thomas L. de Costa, General Secretary;
Y. A. W. Sloan, Hon. Treasurer.

RIVER PLATE ITEMS.

—The Paraguayan minister of finance has
resigned. Possibly the *chunni* became too
much for him.—A Buenos Aires telegram says that the
cost of mobilising the Argentine forces is
estimated at a million and a half, currency.—It is reported by cable that the Italian
foreign office recommends Italians to remain
neutral in any war between Argentina and
Chili.—A Rome telegram of the 3rd inst. says
that the contract for the sale of the *Tarace* to
Argentina has been signed. It is also stated
that the *Garibaldi* has been sold to Spain.—It is said that the Spanish government
will open subscriptions in all Spanish American
countries in case of war with the United
States. "Blood is thicker than water" and we
shall not be surprised to see the sympathies of
these countries turned in that direction.—Professor Sanarelli has declared, as a
result of his recent experiences, that in the
northern and interior towns of Brazil, where
yellow fever is almost continually epidemic,
it is hopeless to combat it by ordinary meth-
ods, the progress of the fever being too
rapid. Recourse must therefore be had to
prophylactic measures, that is to say to preven-
tive inoculation as is employed against small-
pox. For this he believes his serum will be
found efficient, though there has not yet been
time to give it a conclusive trial.—*Montevideo
Times*.—Mr. James G. Kelly has applied to the
municipality for a concession for constructing
two underground electric railways. One to
run from the Plaza Constitucion via Caseros
to Defensa and thence to Victoria, turning
round at the Plaza 25 de Mayo to Bolivar and
so on to Caseros again and to the starting
point at Plaza Constitucion. The other line
is to start from the Retiro, close to the station,
going by Falcão, the Páseo de Julio and São
Martín to Rivaldavia, turning back at the
Plaza 25 de Mayo, and returning to the start-
ing place at the Retiro by Reconquista and
16 de Junho de Julio. It is proposed to make
the central station under the Plaza 25 de Mayo
with a cross thereby by two large kiosks one
on each side of the avenida. The applicant—A syndicate has been formed and has
purchased from Professor Sanarelli for \$30,000
gold the exclusive right of manufacturing his
serum against yellow fever. A laboratory will
be established, with stables of Normandy
horses, this breed being found the most sus-
ceptible for the preparation of the serum. In
addition to the purchase money, Prof. Sanarelli
is to receive a commission of 11% on all sales
out of which he has given 5% in favor of
the Institute of Hygiene of which he is director.
The syndicate is said to be composed
of the Srs. Gollaracon de Unge, Mr. Mamice
Hachette and Sr. Julio Pereira. It will be
represented here by Mr. Macre and by Sr.
M. Carron, ex-vice consul of Italy. The pri-
vilege is for all parts of the world. Professor
Sanarelli's great discovery is thus bringing
him fortune as well as fame.—*Montevideo
Times*.—Undertakes to line the tunnels with concrete
of sufficient thickness to resist the pressure of
the earth and to secure impermeability. Ven-
tilation will be effected by openings in the
roadway or sidewalks. He undertakes to be
responsible for all damages or claims that
may be made on the municipality arising from
the construction or working of the lines. The
maximum fare to be charged is not to exceed
15 centavos, and 5 centavos for the carriage of
parcels, 6% of the receipts are to accrue to
the municipality, and at the end of 99 years
both lines, with all plant, and rolling stock
will become the absolute property of the
municipality free of any claim for compensa-
tion. Applicant further undertakes to begin
the work within 9 months after approval of
the plans, and to have the railways ready for
public service within three years afterwards.—
Buenos Aires Standard.—It is announced that General Apuricio Sa-
raiva, the commander of the revolutionary
army, will shortly visit the capital. This will
be his first visit since the revolution, and his
numerous friends and admirers are preparing
to give him an enthusiastic welcome—if he
will let them. It is well worth remarking
that both he and Col. Lamas, the two military
heroes of the revolution, have carefully shun-
ned publicity, retiring into the quietest of
private life the moment the war was over, and
refusing any profit or emolument for them-
selves. This is certainly a very honorable
trait, and shows that, whatever their motives
in conducting the revolution, self-advanc-
ment was not one of them. It is not always
that this can be said of revolutionary leaders.
The "chibancos" were fortunate in finding for
their leaders two such men, who, in addition
to their proven military capacity, have shown
such thorough disinterestedness and came
through an arduous and trying struggle
without a blemish on their characters. It
shows that there is good material among the
Uruguayans, if looked for in the right place.
—*Montevideo Times*, March 23.—Runners are afloat at the River that King
Humbert will offer, or be asked to mediate
between Chili and Argentina. If we mistake
not, an agreement exists to refer the dispute
to Queen Victoria in case the two nations can
not settle it themselves. Why, then, should
King Humbert's name be mentioned?—A fight resulting in the death of both
combatants took place on Sunday night
[March 20] in the neighborhood of the "ma-
nos mataderos." It appears that Antonio
Chamuela and Antonio Grasso had for some
time been on unfriendly terms, and met at an
almacen known as Corsy's in the outskirts of
Liners. There were other neighbors present,
and a dispute arose between the two which
was carried to such a length that the pro-
prietor of the establishment, fearing a fight,
refused to serve any more liquor and request-
ed all present to leave, as he was going to
shut up for the night. Grasso and Chamuela
were among the last to leave, and arranged to
fight the matter out. They then went to a
quiet place near the almancen drew their
knives and fought furiously until Chamuela
fell mortally wounded with a stab in the left
side, lying in a few minutes. Grasso had also
received a severe wound in the lower part of
the body and presently fell exhausted with
loss of blood. In this state they were found
by the "vigilantes," and Grasso died whilst
being removed. The bodies were then taken
to await the inquest.—*Buenos Aires Standard*.—The city health is just now very seriously
threatened by the disgraceful condition of the
water supplied by the Salubridy Works for
public consumption. It is unfiltered mud,
full of impurities, and altogether unfit for
human use. When Engineer Villanueva was
director of the Salubridy Works the water sup-
plied to the city was always good. Now it is
always bad. The plain inference is that ex-
Minister Villanueva should be sent back to
his old post. He was not courteous enough to
jobbing contractors and pilfering workmen
as minister of war, so they sent him to direct
the mint, where honesty is really of primary
importance, at least for the state. But the
commonwealth ought also to receive some con-
sideration, and as pure water is of vast im-
portance to the city, we ought certainly to clamor
for it. With the present fluid that is being dis-
tributed over the city by the pumping engines
at the Recoleta and the water tanks in Calle
Corboba, it is quite possible to have a plague
in our midst before we feel. In no city out-
side of Islam countries is there such a filthy
water supply as there is in Buenos Aires at
the present writing.—*Southern Cross*, Buenos Aires.—The patriotic subscription for a new war-
ship is still flourishing in the regions of pro-
mise. The method of furthering the move-
ment is simple and direct. The head of a
department, or section of a department, of the
public service accedes his subordinates and
says: "Gentlemen, the country is swept by a
patriotic movement, and we must go with the
times for we, too, are patriotic. In other de-
partments the public servants are making
sacrifices in the cause of patriotism by donat-
ing certain percentages, per month, of their
pay towards the great object in view—that of
presenting a new warship to the nation. Let us
do the same, surely we cannot do less (ap-
plause and long faces)." The speaker then
produces a long slip of paper and writes down
his name thereon and also a declaration that
for the next eight, nine, ten or twelve months
he will set aside or donate three, four, or five
per cent of his salary for the benefit of the
nation. The others present follow suit—down
to the "porteros." Many of those who in this
manner bleed their salaries on the altar of the
Argentine republic, grumble very much and
say anything but eulogistic phrases towards
the initiators of this contagion. They protest
against this subscription as a sort of tax im-
posed on them by others without rhyme, or
reason, or legality. And they are right.—
Southern Cross, Buenos Aires.A SHEFFIELD manufacturer wanted to send
a telegram to China to code, but had it return-
ed with an intimation that all messages to
China must be written out in plain English.
He had no intention of disclosing his business
in that way. It occurred to him to try Ger-
many. He sent the message to his agents in
Berlin. They dispatched it under the code to
China, and received a reply in cipher. The
saying in code in telegraphing by code was 71.
88. The story is related in *The Hardware
Trade Journal*, on the authority of the sender
of the message.A COMMUNICATION of great importance has
been made to the Paris Academy of Medicine
on the therapeutic use of X rays. It came
from Dr. Sorel, of Havre, with illustrated
photographs. Dr. Sorel claims to have cured
the hand of a patient suitten with elephantiasis
by turning X rays on it. The monstrous
looking hand in one of the photographs was
eured in three sittings, and it has now, ac-
cording to another photograph, resumed its
normal appearance. On the proposal of the
President the account of the case was referred
to the medical committee.

Banks.**LONDON AND BRAZILIAN BANK, LIMITED.**

Capital £ 1,500,000
 Capital paid up £ 100,000
 Reserve fund £ 600,000

HEAD OFFICE: LONDON.

BRANCH OFFICE IN RIO DE JANEIRO
10, Rua da Alfândega

Draws on Head Office and the following Branches and Agencies

LISBON, OPORTO, PARA,
 VERNAMBUCO, BAHIA, SANTOS, SAO PAULO,
 CAMPINAS, RIO GRANDE DO SUL,
 PILOTAS, PORTO ALEGRE, MONTEVIDEO,
 BUENOS AYRES, ROSARIO DE SANTA FE, AND
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 HAMBURG.
 Messrs. Joh. Berenberg, Gossler & Co.,
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 Messrs. Grant Brøen & Co., GENOA.

BRASILIANISCHE BANK FÜR DEUTSCHLAND.

Established in Hamburg on 10th December,
 1887 by the "Direction der Disconto Gesellschaft"
 in Berlin and the "Norddeutsche Bank in Ham-
 burg," Hamburg.

Capital . . . 10,000,000 Marks.

BRANCH OFFICE IN RIO DE JANEIRO.

(CURIA 205)

Branch-offices in São Paulo and Santos

(CURIA 320) (CURIA 284)

Draws on:

Germany Direction der Disconto
 Gesellschaft, Berlin
 Norddeutsche Bank in
 Hamburg, Hamburg
 M. A. von Rodenbach
 Sohn, Frankfurt a. M.
 England N. M. Rothschild & Sons, London
 Manchester and Liverpool
 District Banking Company Limited,
 London.
 Union Bank of London, Limited,
 London.
 Wm. Brandt & Sons & Co., London.
 France Crédit Lyonnais, Paris and branches.
 Heine & Co., Paris.
 Comptoir National d'Escompte de
 Paris, Paris.
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 pondents
 and any other countries.
 Opens accounts current.
 Pays interest on deposits for a certain time.
 Executes orders for purchases and sales of stocks,
 shares, etc., and transacts every description of bank-
 ing business.

Krah Thiel,
Directors.**THE LONDON AND RIVER PLATE BANK, LIMITED.**

LONDON: Princes Street, E. C.

PARIS: 16, Rue Halévy.

Rio de Janeiro:

No. 20, Rua da Alfândega.

Authorized by Decree No. 391, of 17th October, 1891.

Subscribed capital . . . £ 1,500,000
 Realised do . . . £ 900,000
 Reserve fund . . . £ 1,000,000

BRANCHES:

Paris, 16, rue Halévy, Pernambuco, Pará, Buenos
 Aires, Montevideo, Rosario, Mendoza and Paysandú.

DRAW ON:

London and County Banking Co., Ltd.—LONDON.
 Banque de Paris et des Pays Bas—PARIS.
 Banco de Portugal and agencies—PORTUGAL.
 And on all the chief cities of Europe.

Also on:

Brown Brothers & Co.—NEW YORK.
 First National Bank of Chicago—CHICAGO.

THE BRITISH BANK OF SOUTH AMERICA, LIMITED.HEAD OFFICE: 2 A, MOORCATE ST.
LONDON E. C.

Capital £ 1,000,000
 Idem paid up £ 500,000
 Reserve fund £ 300,000

Office in Rio de Janeiro:

31 A, Rua 1° de Março

Branches at:

S. PAULO, SANTOS, BAHIA, PARA, MONTEVIDEO,
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Agencies at Pernambuco, Ceará, Maranhão and
 Rio Grande do Sul.

Draws on its Head Office in London:
 The London Joint Stock Bank, Limited,

Messrs. Heine & Co., LONDON.

Messrs. J. Berenberg Gossler & Co., HAMBURG.

and correspondents in Germany.

Messrs. Ruzé & Co.,

and correspondents in ITALY.

The Bank of New York, N. Y. A.,
 NEW YORK.

Receives deposits at notice or for fixed periods and
 transacts every description of Banking business.

BANQUE FRANÇAISE DU BRÉSIL.

AUTHORIZED BY

Decree No. 2,432 of 2nd January, 1897.

CAPITAL: Frs 10,000,000 (Ten million Francs.)

HEAD OFFICE

9, RUE LAFFITTE, Paris.

Office in Rio de Janeiro: 78, Rua da Quitanda

Branches at S. Paulo and Santos.

Draws on:

Head Office: No. 9, rue Laffitte,
 Comptoir National d'Escompte de Pa-
 ris, and branches in France.
 Société Générale pour favoriser le dé-
 veloppement du commerce et de
 l'industrie en France, and branches
 in France.
 Lazard Frères & Cie.
 Union Bank of London, Limited,
 London Joint Stock Bank, Limited,
 Paris Bank, Limited,
 Lazard Frères & Co.,
 T. H. de Winter & Co.,
 Kleinwort & Sons & Co.,
 A. Ruffer & Sons.
 Deutsche Bank, Berlin, and correspon-
 dents.
 Dresdner Bank, Dresden, and correspon-
 dents.
 Direction der Disconto Gesellschaft,
 Norddeutsche Bank in Hamburg,
 Schroder, Gossler & Co., Hamburg,
 Conrad Hirsch Donner, Hamburg,
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The Bank has Correspondents in the United States
 of America, all European cities and is prepared to
 transact business of every description.

Opens accounts current.

Pays interest on deposits under the following con-
 ditions:

Without notice	2%
With notice	
3 months	4%
6 " " " " " " " " " " " "	5%
12 " " " " " " " " " " " "	6%

Directors: Ad interim:

John Fol,
Albert Cabaret.**Nectandra Amara Pills.**

These wonderful pills, so useful and
 beneficial in all affections of the stomach
 and intestines, are obtainable in all places
 where a post-office exists; the manufactur-
 er will forward by registered mail and to
 any given address, if accompanied by
 money: 1 box for 25000, 4 dozen boxes for
 125000 and One dozen boxes for 205000.
 Address: JOAQUIM BUENO DE MI-
 RANDA, No. 74, Rua de S. Pedro, 1st floor
 Rio de Janeiro.

From New York Times, January, 2, 1898.

A TRIP TO THE ANTARCTIC.

At last I am on the way to the land
 which has been the dream of my life—
 the mysterious antarctic. In three
 weeks one-half of the distance in an air
 line from New York to the south pole
 was traversed, and here on the lower
 edge of the tropics I waited for the ar-
 rival of the *Belgica* with the company of
 Belgian explorers with whom the jour-
 ney to the antarctic, now just begun,
 is to be made.

On my arrival at Rio de Janeiro the
 Belgian legation looked after my com-
 forts, and the minister, Count Van den
 Steen, offered me the hospitality of his
 home at Petropolis.

After a fortnight of this dreamy tropi-
 cal life, a telegram announced the
 arrival of the expedition ship, the *Bel-
 gia*, in the Rio harbor. We took the
 early morning train and slowly de-
 scended the 2,000 feet along several
 valleys, winding around various hills,
 down and down on the weird cogwheel
 railroad, until we reached the head of
 the bay. Here an old style side-wheel
 steamer carried us to Rio de Janeiro.
 On the pier a delegation appointed by
 the Belgian colony of Rio de Janeiro
 met us with a tug, in which we were
 carried to the *Belgica*.

There was nothing about the *Belgica*
 to attract unusual attention from a dis-
 tance. She was rather odd in shape
 and color, but Rio harbor is full of
 weird-looking craft. We boarded the
Belgica at about 11 o'clock. It was a
 scorching morning, and as we ascended
 the sea ladder a cloud of hot vapor rose
 above us from the moistened decks.
 The captain, Le Comte, was at the gang-
 way, and greeted each visitor as the
 Minister introduced us. Behind him
 on deck stood the commandant, Lieut.
 de Gerlache, at his side the officers
 and scientific staff, while the crew was
 stationed on the port side of the quar-
 ter-deck.

To me this was a moment of special
 interest. Here for the first time I met
 face to face the party of total strangers,
 the members of the Belgian antarctic
 expedition, with whom I shall remain
 as companion and co-worker for a period
 of months, perhaps years. I was greeted
 in a strange tongue—French—not a
 word of which I understood. One after
 another came to me asking questions,
 but I could only look askance at them.
 After a while I learned that the com-
 mandant could speak some English, and
 all of the scientific staff could speak
 some German, so we began to exchange
 ideas in tongues familiar to me. My
 first impression of the officers and crew
 was as it is to-day—decidedly favorable.
 Every one seems a picture of health,
 full of youthful vigor, and jolly good-
 fellowship. The *Belgica* appeared
 small, but she is well adapted to the
 prospective work, and, above all, she is
 filled brimful with good food—such
 delicacies as only a Belgian could select.
 I am sure as we penetrate the antarctic
 she will seem large enough. She will
 afford us a safe home and many, very
 many, comforts, as comforts go in the
 polar regions.

The *Belgica* left Ostend, Belgium, on
 August 24, reached Madeira Sept. 13.
 From here, after an adjustment of the
 instruments and some scientific obser-
 vations, lasting three days, she sailed
 for Rio de Janeiro. But Rio was not
 reached until late yesterday afternoon,
 Oct. 22. The voyage was made against
 a series of adverse winds and calms,
 making it necessary to steam a part of
 the time. The party enjoyed excellent
 health crossing the tropics, with little
 sickness.

The general plan of the expedition
 was now for the first time outlined to
 me by Commandant de Gerlache. Up
 to the present all my communications
 had been by cable, and necessarily brief,
 but now I was able to elicit from the
 hard-worked projector the prospective
 plan of our campaign. The *Belgica*
 will start from here, after the mag-
 netic instruments are adjusted, for
 Montevideo, where she will stop perhaps
 one day. From Montevideo we will

proceed to Punta Arenas, Chili, in the
 Straits of Magellan.

At Punta Arenas we will make some
 scientific observations and collections,
 stopping perhaps eight days. And
 then, after coaling and re-stocking our
 provisions, we will sail for the South
 Shetland Islands, then to Grahamland,
 and south-westward along its border to
 the limit of navigation. If time and
 ice conditions will permit, we will first
 sail along the eastern shore of Graham-
 land, and south into Weddell Sea. But
 this journey, tempting as it seems, is
 now rather doubtful, owing to the short
 time at our command. From this west-
 ern terminus of Grahamland, we shall
 try to map the coast to Alexanderland,
 and beyond as far as possible. Then
 we are to press southward and westward
 to Victorland, where it is proposed to
 skirt the coast from Cape Adare to
 Mounts Erebus and Terror for a landing.
 If a safe landing can be found, Com-
 mandant de Gerlache and three compan-
 ions will be landed with provisions for a
 year, a portable house, and a complete
 equipment for land exploration. The
Belgica will then sail or steam for Mel-
 bourne to refit and coal, after which she
 will proceed to the Auckland, the
 Campbell, and other sub-antarctic
 islands. Deep sea soundings and dredg-
 ings will be taken wherever the oppor-
 tunity presents. Systematic magnetic
 and meteorological observations will be
 taken, and large zoological collections
 are expected. In a general way it is
 the aim of the expedition to make a
 thorough scientific survey of the re-
 gions traversed. The commander re-
 serves the right to alter any or all plans
 to suit unexpected conditions as we
 meet them.

It was to me a source of never-ceasing
 interest to note the translations of the
 various questions asked. This portrayed
 clearly the Brazilian notion of a polar
 expedition. These ideas proved to be
 so tropical that I must risk a breach of
 etiquette and quote enough to show
 Brazilian versions of polar work. We
 were constantly asked: "Have you a
 smoking room and much tobacco?"
 "Of course, you have lots of wine and
 other nice drinks, but have you plenty
 of good things to eat? You must take
 some Brazilian coffee." Others would
 put to us questions about our provisions
 for pleasure, music, games, and pastimes
 in general. But I do not remember
 having been asked even once about the
 serious scientific work of the expedition.
 One broad-minded and apparently in-
 telligent fellow—well on in the winter
 of life—a member of the cabinet, asked
 the usual questions about wines, cigars,
 and personal comforts, and then, having
 heard of Mrs. Perry's experience, he
 asked if we had any women among us.
 Our bag answered with a rather sharp
 and quick "No!" he said: "Then, I
 don't want to go along."

This explains the lack of interest of
 South Americans in anything polar.
 So long as beautiful women, good wines,
 fine cigars, and delicate foods are not
 found at the south pole, Latin America
 will probably not aspire to reach it.

The magnetic instruments were taken
 to the local observatory for adjustment
 and comparison. To do this properly
 required about a week. Hence arrange-
 ments were made for various receptions,
 tours of exploration, of pleasure, and
 what not. The zoologist, Mr. Racovitz,
 learning that he could take a fast
 steamer and reach Punta Arenas about
 a fortnight before the expedition, at
 once made arrangements to leave us.
 This will afford him much additional
 and valuable time to make collections
 and observations in the immediate
 vicinity of the Straits of Magellan.

The Belgian colony had long planned
 a feast for the expedition, and this was
 the grand event at Rio, to which we
 looked for real joy and lasting comfort.
 The time had been set for the evening
 of the 25th at the Restaurant Petropolis,
 on Rua do Onividor. We assembled at
 7 o'clock. There were about 100 pres-
 ents. This represented the male mem-
 bers of the colony, the officers and
 scientific staff of the expedition, and a
 few newspaper editors.

The room was large and airy. Electric fans were in position, but the air was cool enough without their use. The walls were decorated with flags, and the tables with flowers and fruit. The bill of fare was Belgian—a few local additions to the very best that could be imported from Belgium. This, I am sure, is sufficient said of a very delightful collection of rare foods and good drinks. There was much enthusiastic speech-making and toasting in French, Portuguese, and Italian, presumably complimentary to Brazil, Belgium, and the expedition, but I did not understand it. The spirit of hilarity, however, was in the air, and, although I was a foreigner, among strangers whose language was unknown to me, I cannot remember having enjoyed a banquet at home better. We had all been wine and dined, separately and collectively, before and after, but the occasion which will always remain on our minds as the best treat of all is the Rio Brazilian banquet.

The following day, and for the balance of the week we visited the various local places of interest, explored the city in various ways, and were received at a special meeting of the local Geographical Society.

It would hardly be expected that poleward bent explorers would grow enthusiastic about any place in the torrid zone. But Rio de Janeiro, with all its heat, has people with warm hearts who were to us a pleasant inspiration. It has fruits and coffee which are a joy to the inner man; it has abundant natural resources which will some day make it a great, a very great, city.

Saturday at 2 o'clock was set for the time of sailing, and although we appreciated the honors and pleasures conferred upon us by the hospitable Belgians and Brazilians, the appointed time found us all eager to continue our voyage toward the south pole. Many visitors were on board at the last moment. The Minister, with his fatherly interest in the expedition, was there, and the Belgian committee, representatives of the Rio Geographical Society, and various other distinguished visitors were there to bid us a *bon voyage* and a *bon voyage*. The last visitor was a young Brazilian in a gaudy uniform, who came by a special government launch as a representative of the President. His particular mission was to offer us the President's compliments and his wishes for a successful voyage.

On board the *Belgia* everything was bustle and haste. Provisions were coming, new articles of equipment were being loaded and stored away, visitors were going to and fro examining our curious instruments and the general outfit. Tugs were all around the craft, one, with several photographers, kept spinning around, snapping at the centre of curiosity from every side. At 3 o'clock the commandant gave the order to start, and the entire mass moved with us. The visitors remained on deck, and the tugs followed.

The immediate commercial front of the harbor, with its steaming heat and teeming mass of conglomerate humanity, soon fell behind more interesting points. Several foreign cruisers were in the harbor, among them our *Cincinnati*, and these kept us busy replying to salutations and cheers. As we passed the old battered fort, St. João, we rather expected a series of salutes, but instead a large band appeared on a low crown of torn cliffs, playing lively airs. Now and then the musicians would stop and fill the air with quaint cheers, all of which pleased us far better than a display of powder.

As we advanced a rather strong wind ruffled up an uncomfortable sea, and as we approached the narrows, which are guarded by two ancient-looking forts, it was deemed best to part with our visitors. The Brazilians hugged and kissed us, as is their custom—the men only, not the ladies. Our good friends of the Belgian colony offered many cordial greetings, and as the tugs withdrew from us, the oft-repeated *Au revoir*

and *Bon voyage* came with every leap of the sea.

Our progress against the incoming wind and sea was very slow. But this gave us an excellent opportunity to take a long parting view of the beautiful bay of Rio de Janeiro, with all its indescribable splendor. The sun was low, close to the crests of several mountain peaks. We were steaming out of the mouth of the bay, a harbor which is said to be large enough to afford room for the entire naval fleets of the world. On every side were mountains rising abruptly from the waving expanse of blue. Mountains with cliffs and steep slopes, many apparently perpendicular, but all sides nearly covered by a thick, dark green verdure. Only the loftiest peaks were bald, and even these had a few weather-worn trees to add color and life.

As we looked over the stern of the *Belgia*, much of the city was still in view. The low, irregular houses, with tiled roofs and sides, washed with lime, in various bright shades of red, white, and blue, were unique and attractive. They will always remain in our minds as a pleasant reminder of Brazilian good wishes. Before the city and behind it were the perennial midsummer waters, spotted with vessels of various nations, beset by a hundred emerald islands, and fringed by as many fascinating bays. It is, however, the crude, rugged majesty, the rare grandeur of the mountain peaks around the noble bay, which give it ever fresh and effervescent glory.

FREDERICK A. COOK, M.D.

Rio de Janeiro, Oct. 30, 1897.

THE SUBMARINE BOAT «AR-GONAUT»

The wonders of this Yankee notion have been noised abroad for some time past. Of the many submarine boats designed, she is the one that has come most nearly to success. She is, be it observed, intended for the arduous peace alone; she is quite free from any thought of covertly disabling an enemy's fleet. Her aim in life is to convey divers to sunken wrecks, and to assist in any sort of salvage and subaqueous work. Mr. Sutton Lake, of Baltimore, is her inventor. Her hull, 36 feet long by 9 feet in diameter, is built of plating laid over angle iron frames, measuring 3 inches by 3 1/2 inches by 1/2 inch, and is divided into four compartments—the engine and living-room, the air lock, the divers' room, and the look-out compartment. The first of these is the largest, and contains a gasoline engine and dynamo to drive the propeller shaft. The engine is used when the boat is travelling at the surface, and the dynamo may be disconnected from it and used as a motor when she is submerged. There are two sets of storage batteries in lockers at the sides of the boat. Where the bottom is suitable the wheels will be used, being propelled by means of the forward motor. This living-room, which can accommodate six men, is provided with an air-compressor and storage tanks, to supply the divers as well as to renew the vitiated air. When the boat is submerged to a moderate depth air is conveyed through the two pipe-like masts, which also locate her. At greater depths these are closed and a suction-hose is used, whilst at still greater depths the storage tanks, which can supply the crew for forty-eight hours, will be relied upon. When a diver leaves the boat, he first of all enters the air lock, forward of the living-room. The air pressure is raised to that of the divers' room, which is maintained at the pressure of the water without; the pressure in the living-room is, of course, about normal. He then passes through another door into the divers' room, which contains everything he needs for wrecking operations. When fully equipped, he opens a door in the floor and goes forth to his work, the air-pressure of the compartment preventing the ingress of the water. The foremost compartment, with its powerful search-light, etc., is the pilot-house, whence the vessel is steered when submerged instead of from the conning-tower used when on the surface. Trim and buoyancy are secured by a fixed keel for two-thirds of the vessel's length, and easily operated water tanks in the floor. Weighted anchors assist in keeping the boat stationary at the desired level. The intentions of the inventor were successfully realised in the Patuxent river on December 17. The *Argonaut* first made a short 'dive' to show how quickly it could be done, and then she spent nearly five hours below with twelve persons inside her. She traversed some two miles of the river's bed, and a diver left her through the floor-door. Since then she has run out eight miles of telephone wire in Baltimore harbor and conversed with New York. She can be spoken with if «3-041 Baltimore» is rung up.—*Shipping World*.

Brazilian Cyclists should note that the specially made

TROPICAL DUNLOP TYRES.

Are constructed to successfully cope with the heavy conditions of wear and tear and heat they are subjected to in this country. Results have proved the success of and Tropical Dunlop Tyres all over the world—they are guaranteed against all defective work and material for twelve months, and we make a point of interpreting this guarantee in the most liberal spirit.

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ENGLAND.

"All About Dunlop Tyres for 1898" post free on application.

15

Hotels.

Grande Hotel Metropole

181, RUA DAS LARANJEIRAS. 181

This popular hotel has been completely and thoroughly restored and has been provided with sanitary improvements of every description, including a hygienic system of sewerage, flushing tanks, and ventilating pipes.

The apartments have been repainted and repaired throughout and are luxuriously furnished. The dining-room has also been refitted, and no expense has been spared to make this

The most comfortable Hotel

in the city. The baths have likewise been improved. As before particular pains will be taken to provide the guests with a first-class table, and with the best of service and attention. The electric train passes the door every few minutes, making the most convenient as well as the pleasantest hotel in Rio de Janeiro.

ALPINE HOUSE HOTEL

RUA DO AQUEDUCTO. 65

On the line of Sylveire tramway, Santa Theresa, to be reached in 30 minutes from town.

This house is highly recommended for its excellent position and most beautiful view of the far ocean, city and islands, being situated on the very summit of Santa Theresa hill, and entirely out of reach of fever and malaria. It is therefore, a most safe place for foreigners, tourists and new arrivals.

The hotel is surrounded by beautiful parks, walks, and a large forest.

The restaurant and kitchen are first class.

THE PROPRIETOR,

VIUVA SUZANA MENTGES.

Grande Hotel dos Estrangeiros

PRAÇA FERREIRA VIANNA

(Cottete)

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This hotel, which has been completely restored, is situated in the best part of the city, receiving air and light from all four sides, close to the element beach of the city, surrounded by a large garden; has large, comfortable rooms newly and well furnished, good shower and warm baths, disinfectants in the water-closets, drinking water filtered by the Foster system, good table-service, and is, therefore, to be considered the best hotel of this capital.

Possesses also a sumptuous saloon and splendid table-service for banquets.

Its restaurant and service cannot be excelled.

Grande Hotel Internacional

SITUATED ON THE PICTURESQUE

SANTA THERESA HILL,

Rua do Aqueducto No. 108,

Telephone 5015

Served every 15 minutes by the electric tram-car line from the town (leaving the Largo de Cariaca close to the doors of this hotel, and Sylveire). This establishment, the first in Brazil for its elegance, comfort and situation amidst forests and enjoying the most magnificent scenery views of the mountains, town, the harbor and high seas, is most suitable for families and gentlemen of distinction.

Excellent restaurant, always ready.

Finest wines and liquors. Numerous shower and warm baths. Finest air, temperature bracing and invigorating. No health resort in the world is better. For further information apply to

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CRASHLEY & CO.

67, RUA DO OUVIDOR, 67

RIO DE JANEIRO.

beg to inform their customers that they have just received a fresh consignment of their well-known marks of Claret «Bateau d'Azay» and «Mont Ferrand» in barrels ready for bottling.

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To let in an English family house. Large Garden Bath, every convenience. With air without board. Apply 56 E. Rua General Franco, S. Christoval.

FLUTE FOR SALE.

English make (Goodall, London), with silver valves, as good as new. Cheap. Apply to Jacobi Wendling, Casa de Chopps, Rua Amadida, 102.

TWO GAS ENGINES

One of 2 horse-power and the other of 6-horse power, both new, and both of the Kuntzing system, will be sold cheap for cash.

Inquire at this office

Collegio Americano Fluminense.

Persons desiring to matriculate their children will please communicate with the Directress,

MISS LAVINA GUYEN

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THE GRAPHOPHONE.

The Greatest Invention of Human Genius.

This marvellous machine, which talks, sings, laughs, plays band music, operas, and a thousand other things, is now to be seen in operation at

Crashley & Co's.

67, OUVIDOR.

It is specially adapted for amusement at home, or at receptions, etc.

THOMAS PRICE, Sole Agent.

FINE ENGLISH TAILORING.

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FROM THE DUBLIN REVIEW, JANUARY, 1898.
THE HIBERNO-DANISH PREDE-
CESSORS OF COLUMBUS.
BY MRS. MARION MULHALL.

III.

Even before the Dublin Northmen, we have traditions of the discovery of America by the Irish, and the voyages of Sts. Brendan and Barridan are the earliest authentic records of European intercourse with the Western Hemisphere. Two eminent modern Irish historians, Cardinal Moran and Canon O'Hanlon, have related at great length the life and voyages of St. Brendan, but the fact of St. Brendan having ever reached the continent of America has never been proved, although traces have been discovered to show that Irishmen had settled in the southern part of North America and had introduced civilization centuries before Columbus planted the flag of Spain on that great continent. Rafn, in his "Antiquitates Americane," says that a people speaking the Irish language were found in Florida as far back as the eighth century, and another distinguished historian, Von Tschudi, in his work, "Peruvian Antiquities," mentions that the country which lay along the coast reaching from Chesapeake bay and extending down into the Carolinas and Florida had been peopled by Irishmen, and that a manuscript had been found before he finished his book which proved that what had formerly been mere conjecture was now converted into a certainty. The traces of Irish origin which have been observed among some of the Indian tribes of North and Central America strengthen the presumption of early Irish colonization. Professor Rask, the eminent Danish philologist, in his book "Samlied Afhandlinger," B. 1, p. 165, deals with the early voyages of the Irish to Iceland, and to similitude between the Hiberno-Celtic and American-Indian dialects. It is also remarkable that the famous Arabian geographer, Abdallah Mohammed Edrisi, who was born in Ceuta in 1099, wrote, at the invitation of Roger II., King of Sicily, a work bearing the title "Muzhat al-Mushtak i ikhtirak al-fak" (that is, "Amusement of the curious in the exploring of countries," in which the New World is described and called Great Ireland. M. Jaubert has made a complete translation of this work from two Arabic manuscripts, one of which was in the Royal Library of Paris; the other, which contains maps, was procured from Egypt by M. Asselin, and both are now in the Bibliothèque Nationale. Two other manuscripts of the original work of Edrisi are preserved in the Bodleian Library at Oxford (Cod. Græves. No. 3857, and Cod. Pocock. 375). A remarkable silver globe, perhaps the first ever known, made by Edrisi, by command of King Roger of Sicily, which this treatise was intended to illustrate, was subsequently lost, but there is a planisphere inserted in one of the Bodleian manuscripts which gives an idea of what it was, Magna Hibernia being distinctly marked.

The "Landnamabok," which minutely describes the colonisation of Iceland, says that when Ingolf and Lief took possession of the country in A.D. 874 Alfred the Great reigned in England, Kiavral (O'Carroll) was king of Dublin, his children intermarried with the Danes, and they, with other of the Ostmen of Dublin, furnished many emigrants to Iceland, and to this intermixture of the Dane and Celt Icelandic Sagas owe their proud position among the early literature of Europe ("Sturlunga Saga").

The discovery of Vinland was not a transient event soon forgotten; the family of Eric the Red, thinking it likely to prove advantageous, persevered in promoting interest in it for some years. They had a share in all the voyages made to Vinland, from the year 1000 to 1013, and M. Rafn gives a detailed account of the various navigators who visited the New World at this time, amongst whom are to be found Thorstein, son of Eric the Red, and

Karlsefne, a man of eminent abilities. Thorstein having died, Karlsefne married his widow, Gudrida, a lady who is represented by the Sagas to have had "matchless endowments," both of body and mind. In the spring of 1007 Karlsefne fitted out three vessels, carrying 160 persons with cattle and lesser live stock in abundance. Accompanied by his wife he sailed from Iceland for the purpose of founding a colony in Vinland. They first reached Helluland, and found nothing but stones. They then steered till they reached the woody shores of Markland. Resuming their course, say the Sagas, they passed a point which they called Kialarnes, or Keel-point, from having found the keel of a ship on it. The ships soon after enter a bay, to which Karlsefne gave the name Strannifjord, and to the island Stramney. Here was born Karlsefne and Gudrida's son, Snorre, the first of European race born in America, three of whose descendants held bishoprics in Iceland during the 12th century, and it is supposed that one of these was the author of the "Karlsefne Saga," which contains the early history of the family as given by M. Rafn.

The little colony seems to have been continually harassed by the natives, supposed to have been of the Esquimaux race, and after some time Karlsefne and his companions felt convinced that, whatever might be the natural advantages of the new country they had settled in, they had no chance of retaining quiet possession of it. The harmony of the expedition seemed also to be at an end, "disputes arising," says an old historian, caused by the women. They all accordingly, turned their faces homewards, and reached Greenland in 1010. Karlsefne subsequently sailed to Dublin with the richest cargo (consisting of timber and furs) that up to that date had ever left the shores of Greenland. He disposed of his cargo, and in 1015 returned to Iceland, where he purchased a great estate and was the founder of a powerful and wealthy family. Intercourse, as the Icelandic annals prove, was kept up with the American continent as late as 1347; yet it was surprising the ignorance which prevailed in Europe respecting it in the time of Columbus.

FROM THE FINANCIAL NEWS, MARCH 18.
THE SLUMP IN BRAZILIAN BONDS.

The continued fall in Brazilian bonds is being explained in a variety of ways; but probably the doubt which has been expressed as to the payment of the coupon due on April 1 has more to do with it than anything else. It is impossible to make any definite statement with regard to the coupon, because the only source of accurate information is New-Court, and New-Court is not likely to make any statement on the subject.

There is, however, another factor in the situation which has been somewhat overlooked, and that is the growing agitation in the Brazilian province of Rio Grande do Sul for its separation from the Brazilian confederation and its incorporation in the neighbouring republic of Uruguay. Ever since the establishment of the republic in Brazil, now nine years ago, the province of Rio Grande do Sul has been discontented. Various acts of the federal government, and notably the imposition upon the province of an unpopular governor, have tended to fan the fire of rebellion and to strengthen the movement for secession. It is impossible to say what attitude the Uruguayan government might assume with regard to the matter; nor is it, perhaps, likely that the secession, if it took place, could be completed without hostilities. But there are the facts—discontent in one of the larger provinces of the federation and a possibility of its loss altogether.

When the phrase "Brazil breaking up" was first coined, some years ago, it was a bear element of no inconsiderable weight against the credit of Brazil on this side. Now that something is being done for its realisation all over a large province, by the holding of meetings in favour of secession to Uruguay, the prospect becomes all the more serious.

A well-known Brazilian merchant who was seen yesterday by a representative of *The Financial News* found it difficult to assign a definite cause for the fall in prices.

"The telegram as to an alleged rail," he said, "is the most absurd rubbish." He has grown out of a personal quarrel and a bout at fisticuffs between two English settlers and eight Brazilians, which took place six months ago. The American newspapers are usually abreast of the times; but in this case they are six months late with their intelligence."

"The said telegram we may dismiss as a factor in the fall?"

"Yes, I have heard to-day, however, a rumor for which there may be a substantial basis, and for which there may not. I give it you for what it is worth. It is to the effect that the Brazilian government contemplates a further issue of paper. If that rumor should prove to be well founded, another paper issue would be equivalent to a big stride in the direction of repudiation."

"It would react sharply on the rate of exchange?"

"Unquestionably; and the rate to-day is low enough—6 1/4 d.—the lowest on record. How much further it may fall time alone will show."

Messrs. N. M. Rothschild and Son, we learn, deny all knowledge of any new issue of paper money, and find it difficult to account for the origin of the report.

THE RIO NEWS

PUBLISHED WEEKLY.

A. J. LAMOREUX, Editor and Proprietor.

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RIO DE JANEIRO, APRIL 5th, 1898.

NOTICE.

In view of the continued fall in exchange, the local currency subscription rate has been increased to 10,000, or 800 reis per copy. Since March 1st all subscriptions should be paid at that rate.

We have avoided thus far all discussion of the Sanarelli experiments on yellow fever in São Paulo, and for the simple reason that we had hoped for definitely successful results from them. There has been so much haste on Dr. Sanarelli's part in advertising his discovery and in making his experiments that we have been unable to avoid occasional misgivings, but at the same time so much depends on this discovery that our wishes for his success have compelled us to accept his hastily-drawn conclusions and to give him the benefit of every doubt. As he has now assumed that the public accepts his claim and that his experiments prove his "serum" to be a cure for yellow fever, we feel compelled to state that he is assuming too much. From the evidence which he has been able to lay before the public here, the only verdict that can be given is that it is insufficient. Few will care to say that his alleged discovery is all wrong; on the contrary we most heartily desire to see it proved correct. But we must have a thorough scientific demonstration of its value, and this is what Dr. Sanarelli is not giving us. He came to the state of São Paulo some weeks ago to test the real value of his preparation on actual cases of yellow fever. He went to the town of Limeira, remained there some two or three weeks only, and experimented on 23 cases, of which 6 died. He admits that the inoculation was fruitless in advanced stages of the fever, but claims that it was effective when used at the beginning.

This could be said of almost any treatment. One great difficulty in the cure of yellow fever is that proper treatment is only too often delayed until the advanced stages of the disease are reached, the patient at first treating himself for a bad cold, or biliousness, or influenza, or something of that description. And we have even known a careless physician to treat an attack as malarial fever until the dangerous symptoms of the disease appeared. If experienced physicians could put all their yellow fever patients under proper treatment in the very first stages of the disease, the percentage of mortality would be much less than it is. However this may be, it must be confessed that Dr. Sanarelli's admission that his inoculation gave satisfactory results only when administered in the first stages of the fever, proves that it is preventive rather than curative, and that his 23 cases are insufficient to establish the value of his treatment. Still further, every person who has observed yellow fever through a considerable number of years, knows that it changes in character from year to year. Some seasons it will be so mild that almost any treatment is sufficient to overcome it, while in others it is of so virulent a type that medicines seem to have no effect whatever. One season it seems to affect the digestive organs, and the next we may have the dreaded *Anuria*. We do not understand that Dr. Sanarelli has studied all these phases of the disease, nor that he has carried out a series of careful experiments covering any of them. He has made a discovery with his microscope, he has cultivated the microbe and then prepared a "serum," he has experimented on some rabbits and guinea-pigs, and now he has spent about three weeks in a fever-infested town and has tried his preparation on about a score of cases. And then he returns to Montevideo and sells the right to manufacture this preparation to a commercial syndicate who will use it for sordid purposes rather than for the benefit of mankind. This is the worst feature of the whole affair, as it implies a speculation rather than scientific investigation.

We certainly agree with those who feel little sympathy for the present sufferings of persons who under the protection of the government of Marshal Floriano Peixoto committed or encouraged crimes. We also agree with those who think that, in default of an opposition party that inspires confidence, honest men, unless woefully misguided, feel it to be their duty to support the government of President Prudente de Moraes. But it must not be forgotten that one abuse does not justify another and that the ends of justice are not to be accomplished by means of violence and fraud.

The blunder committed by the government in sending political prisoners to a convict station and in holding them in custody after the cessation of martial law, is undoubtedly due to the criminal precedent established by the government of Marshal Floriano Peixoto, which incarcerated political adversaries, accused of no crime whatever, in the casa de correção, the casa de detenção, the police jails and similar places in direct contact with convicts and other criminals. And not only did the sufferers in some instances continue to be held in custody after their release had been ordered by the supreme court, but arrests were even made after the cessation of martial law. The authors of these abuses have never been punished, nor have the sufferers obtained any redress. It is, therefore, natural for the government to think that it can continue to commit such abuses with impunity.

A GREAT deal has been said in Europe—and perhaps not without justification—about the aggressive and sensational character of the American press in the present dispute between Spain and the United States. As a rule a newspaper will seek to please its patrons, and if these are a spoiling for a fight the editorial staff will play safe and drum for them until their mood changes. But why not be fair? Thus far the Spanish press has been equally aggressive and insulting, and has invented falsehoods enough to ruin a better cause. And the most heartless and brutal of them all are the insinuations and stories about Captain Sigbee and his officers, of the ill-fated *Maine*, who are accused of being absent from the ship the evening of the explosion, of being negligent of duty, of being disorderly and undisciplined at the time of the explosion—and all that. Such falsehoods gain little credence among those who know the discipline on American naval vessels.

PROVINCIAL NOTES

—In the city of Bahia during the four years from Jan. 1, 1894, to Dec. 31, 1897, there were built 1,164 houses.

—It appears that there were duplicate municipal elections in Niteroi on the 27th ult. At one of these elections all the opposition candidates were elected.

—There seems to be some doubt in regard to the future governor of S. Paulo. President Prudente de Moraes is said to favor Dr. Paulo de Queiroz, while the candidate of Dr. Bernardino de Campos is supposed to be Col. Baptista de Oliveira.

—In Santa Catharina on the 1st inst. a trumpeter of the 37th battalion of infantry attempted to kill the commander of the battalion, making use of a Mauser rifle, which missed fire three times. The affair caused much sensation. The trumpeter has been arrested.

—A jury in Par  has sentenced Alexandre Ilang, an ex-employee of the state telegraph service, to 27 months imprisonment and 12 1/2 per cent fine for the crimes of bigamy, dilapidation and falsification of telegrams and using false signatures. His lawyer has appealed.

—There were 215 deaths in Par  in the month of February, of which 28 were stillbirths, 49 were under 5 years of age, 27 between 10 and 20 years, and 48 between 20 and 30 years. Of the percentage 71 were described as legitimate, 116 as illegitimate and 28 as unknown.

—"The exodus to the north continues," says a Cear  telegram of the 3rd inst. "From January to March there have left 4,915 persons and 800 more have taken passage on the steamer that leaves to-morrow. At the port of Cummeir 2,000 have left on the Maranh o and Pernambuco steamers."

—The Instituto Historico de Bahia has appointed a commission to study the Canudos campaign. The commission has resolved to go to Canudos to study the subject on the spot. There is need, it must be admitted, for some such inquiry, as the official and press reports can not be considered altogether trustworthy.

S. PAULO FACTS AND FANCIES.

A DANIEL COME TO JUDGMENT.

O wad some power the gifte gie us
To see oursel's as others see us,
It wad frae many a blunder free us,
And foolish notion!

BURNS.

It is amusing to note the surprise with which the British newspapers regard the outbreak of hysterical ecstasies—o. slobbering, snivelling, drivelling, self praise and self pity,—with which Emil Zola, in his peroration, regaled the Court which the other day sentenced him to fine and imprisonment for blasphemy against the holy French army. Evidently the British papers know very little about the Latin race and its ways. To be sure, one does not forget that Emil Zola is a Jew; but he is French—a typical Frenchman—for all that; and like most of the Chosen People, of whatever nationality, his ability is above the average of those around him.

When the Latin is angry, he tears his hair, sticks his eyes out, dances, rages, rams around, and talks fifty to the dozen; when he is glad, he laughs, crows, coos, chortles, blows a tin trumpet, and lets off squibs and crackers; when sorry, he cries. When he likes a man, he embraces, and even kisses him. Have you ever been kissed by a man, reader?—male reader I mean, of course, I had a narrow escape once—*moi qui vous parle*—and so had the man!

Set the Latin talking of his "honor," and he will straighten himself up, stand on his tip toes, flap his wings, and ruffle his crest feathers, for all the world like a *corapito* in front of a looking glass. To look at him, there, with his flashing eye and haughty mien, you would think he had never told a lie in his life, and might even be trusted with the giving away of a government contract. Patriotism, meaning, of course, the usual mixture of race pride and race hatred which goes by that title, unlooses his tongue as scarcely anything else can. But the theme on which he is most easily eloquent, the subject which has the power to shake him like a reed with hysterical emotion,—to move him, now to tears, now to laughter, to make his heart swell, his eyes fill and his lips tremble, is—himself, and his private virtues!

I hope none of your readers missed the brilliant leading article contributed from Lisbon to the *Estado de S. Paulo* of the 23rd inst., under the heading, in very large capitals, of *O Traidor*. The subject professedly treated of is the part taken by Emil Zola in the Dreyfus business; but the real object served by the said article is chiefly to elucidate the loftiness of moral tone and general superiority of its writer. The French nation, other nations, the socialists, the Jews, the clericalists, Victor Hugo, Michael Angelo, Dreyfus himself, and even Others whom it is unnecessary to more than distantly refer to here, all appear as so many mere subordinate characters—lay figures—from among whom, sublimely salient, stands forth that of our writer, cold, pure,

almost godlike in his devoted love of justice, his paternal, not to say patronizing, solicitude for the welfare of the rest of the human kind.

A some tall cliff that lifts its awful form,
Swells from the vale, and midway leaves the storm,
Though round its base the rolling clouds be spread,
Eternal sunshine settles on its head.

Want of space prevents my attempting to enter exhaustively into a discussion of the whole scope of this remarkable essay, which is a perfect witches' cauldron of poetry, religion, politics, the fine arts, metaphysics,—you never know which will come up first. I take a long spoon, however, and offer you a mouthful or two of the broth, trusting you may find it more easy of digestion than I did.

It appears, then, that the writer "lifted his arm" at a renunciation of journalists in Portugal, in token of assent to a proposal to forward a vote of adhesion to the attitude (*zie*) of Emil Zola on the Dreyfus question. His reasons for taking this important measure are understood to be discoverable in the two long columns headed *O Traidor*, now under consideration:

"I would sign a message to Zola," he says, "as I would to Tolstoi, the purest of modern writers; to Oscar Wilde, the English poet, now condemned to hard labor for immoralities; ave, even to an assassin, who, profoundly impressed with the innocence of Dreyfus, should denounce, from the depths of his prison, the revision of the process against the Jewish captain."

The noble-minded assassin here depicted, as beginning his leisure time in the consideration of questions of abstract justice relating to other people, must certainly be Brazilian or Portuguese. In England, at any rate, practical justice would have long since with him, personally, that it is unlikely, even if he succeeded in forwarding his disinterested application in the Dreyfus matter to the proper quarter, that he would be allowed time to hear the result of it.

In the next paragraph our leader writer proceeds to expound his complicated state of mind by means of a perfectly meteoric paradox. Without venturing on any comment, I simply hurl it at you devoted heart in all its fiery brilliance, just as it dropped from the starry heights of its author's imagination:

"I feel ever in my heart," says he, "such a compassion for all those who suffer undeservedly, that I arrive at the point of considering it just to pardon a hundred convicts (*condemned*), if among them it be considered (*se julgar*) that there is one innocent man. And I am so severe upon criminals that I go so far as to think it just to condemn a hundred innocent men (*innocentes*), if among them there be one guilty."

In examining the above proposition, especially in its converted form, it is desirable to proceed with some caution. Among one hundred convicts there may easily be one innocent man. Thus in the present case we understand that our writer—who is doubtless, to borrow his own words, "*um espirito, j  n o diga superior, mas t o s mente corvo, desapaixonado e imparcial*,"—would pardon, say,

Guilty men.....	99
to avoid unjustly punishing innocent men ..	1
Total.....	100

But how are we to reconcile the possession of the above unexcelled qualities with the draconic severity which would condemn, (say, to 35 years penal servitude apiece),

Innocent men.....	100
in order to punish guilty man.....	1
Total.....	101

Eu passante, I take it that the old man in the second case must have got in among the innocent crowd in the hope of escaping; at least this is the only logical hypothesis on which I can account for his unsymmetrical presence there. As for the innocent who was "blagged" along with the "fly covies," the average man would think it served him right, and would teach him to keep out of low company for the future.

To return. The net result of our writer's "correct, dispassionate and impartial" method of dealing with matters of judicial administration would therefore be as follows:

Innocent men undeservedly punished.....	100
Mo. set free.....	1
Guilty men undeservedly set free.....	99
Mo. punished.....	1
Total.....	201

O learned judge! Mark Jew; an upright judge!

There is another, I will not say egotistical but at least purely personal, explanation, beginning: "*mas eu, que sou de um temperamento apol tico para defender o que me diti o cora o*" etc., which I must leave myself the pleasure of quoting in full, in order that I may have room to transcribe the last eloquent paragraph wherein our poetical paradoxical philosopher apostrophises the "Jewish captain" as follows:

"Dreyfus! Innocent or guilty, may thy soul clarify itself in a sublime irradiation of comprehension of the just and of the beautiful!"

Contemplate that vast ocean which surrounds thee. If guilty, may'st thou then behold the image of the great sea-God—in which the soul may wash away its sins, as in the shining water which cleanses everything. If innocent, heathen him to grant thee a handful of mud, that thou may'st sling it in the face of a putrefying Europe?

The above petition seems a fitting one to ascend from the suggestively named place of the Jewish captain's confinement. No doubt the average man would be apt to object that if there was no mud in the Ilha do Diabo, it would be of little use to seek a supply of that kind of ammunition upon the Plains of Heaven. But then the average man is not a poet.

NICODIMUS DEWIDROP.

S o Paulo, 31st March, 1898.

RAILROAD NOTES

—The Central railway is offering for sales, 24 condemned locomotives. Tenders will be received up to the 15th inst.

—Having rejected the tenders received for the lease of the Estrada de Ferro Sul de Pernambuco, the government, it is supposed, will again call for tenders for the leased that road.

—It is stated that the Porto Alegre and Uruguaiana railway will be formally delivered to its Belgian owners on the 15th inst., though it has been run for their account since the 14th ult.

—Col. Carneiro da Cunha, whose proposal for the lease of the Estrada de Ferro Central de Pernambuco was rejected, has brought a suit against the government for damages which he estimates at 10,000,000\$.

—Rumors are current of the intended resignation of Dr. Passos as director of the Central railway. Serious charges have been made against his administration, principally with respect to the celebration of contracts.

—According to the *Financial News* and also according to private advices there has been no recent negotiation for the sale of the Paulista railway in London. The reports current here were nothing but the manipulations of speculators who were seeking to unload at a higher price.

SHIPPING NOTES

—The passengers by the French str. *Cordillere* were put into quarantine at Lisbon.

—The cruiser *Andrada* arrived at Bahia on the morning of the 3rd inst. We presume she will now return again in obedience to the new writ of habeas corpus.

—The one hundred and thirty-one passengers by the steamer *Les Andes* have been sent to quarantine for ten days at Buenos Aires. It will be a bonanza for the grasping purveyor at Martin Garcia.

—According to telegrams published at Buenos Aires the two cruisers sold by Brazil to the United States will be called *N e Orleans* and *Prescott*. Another telegram published here says that one of them will be called *Abner*, which is more probable than the title *Prescott*.

—The Royal Society for the Protection of Cruelty to Animals in England has taken up the matter of the high mortality on cattle-ships from the River Plate. A case was recently brought before the Birkenhead magistrates against Captain Royce of the Lemport and Holt steamer *Vrekon*, which left Buenos Aires with 147 cattle and 1,150 sheep, and lost 60 cattle and 400 sheep on the voyage.

There were two charges made against the Captain for defective cattle fittings and he was fined  12 1/2. In all, although the presumption is that the Argentine law on the subject was fully complied with before the vessel sailed. There have already been severely criticised, and it is time that something were done to correct them.

—The firm of Milanovich received advices yesterday that as the steamer *Delta* was crossing Martin Garcia, towing the lighter *Danabho*, the Brazilian steamer *Diamantino* was met in danger of sinking, having collided with the steamer *Nautelle* on her way from Rosario to this port. The *Delta* went alongside the *Diamantino* and with great rapidity transferred 57 passengers who were on their way from Comand  to the lighter *Danabho*. The latter was alongside the steamer with the object of transferring part of her cargo and other effects to land. Mr. Milanovich as soon as the news was brought dispatched the steamers *Lafayette* and *Leon* to the *Diamantino's* assistance. The same firm received a telegram that the steamer *Cor*, bound for Santa F  towing the lighters *Lucifer* and *Andria*, collided with the steamer *Lafayette* off San Nicolas, which was on her way from Asuncion to this port. The *Cor* was badly damaged and her captain was obliged to run her ashore to keep her from sinking. The *Lafayette* was also badly damaged. According to later information, the *Diamantino* is only injured in the machinery; her cargo is safe, and the passengers come forward in the *Olympo*. The *Lafayette* is only slightly injured and will be here to-morrow. Both vessels will be sent to the C bils dock for repairs.—*Montevideo Times*, March 20.

—A telegram from Pernambuco announces the arrival there of the Braz. bk. *Tracoma*, which left the port of Rio de Janeiro February 12th—a voyage of 47 days. Contrary winds caused the delay.

—Brazilian business remains somewhat dull, albeit rates are well maintained, 20s. being still paid for flour, Buenos Aires to Santos. So long as no tramp is berthed for Brazilian ports, the regular liners can successfully maintain the current rates. Steamers are loading grain at Rosario for Rio at 10s., while 17s. and even less would now secure steamers for that destination. Cattle rates to Rio are nominal at  2.—*Times*, Buenos Aires, March 21.

—A collision took place on Wednesday last at 7:10 p.m. between the British s.s. *Nautelle* and the Brazilian s.s. *Diamantino* in the River Par n , about 50 miles above Martin Garcia, at a place known as Barra Grande. The *Nautelle* was coming down stream laden with cereals for Liverpool, and the *Diamantino* was steaming upriver bound to Paraguary with passengers and general cargo. Both steamers appeared to have sighted each other in sufficient time to keep to their respective sides of the river, in accordance with the rule of the way. The *Nautelle's* pilot noticed that the navigation of the Brazilian steamer was somewhat erratic, upon which he put the engines under way, and steered the ship, within the rule of navigation, to give as wide a berth as possible to that boat. The lights were out in both steamers and there appeared to be no difficulty in the steamers passing each other without risk or hindrance, despite which the Brazilian boat attempted to cross the bows of the *Nautelle* when there was no time to avoid a collision. The *Nautelle* ran straight into the paddle-box of the Brazilian steamer, carrying away the port paddle wheel and box and cracking one plate above the water line. The engines of the Brazilian steamer became thereby disabled, and so, she commenced to leak, she was at once beached. On the following morning the *Nautelle* came to this port for repairs and completion of cargo. She has her port bow stove in and the starboard bow bulged in two places, has been broken and one knee piece bent; she has been surveyed and temporary repairs ordered to enable her to proceed. The cost of the temporary repairs will be about  300 and the final repairs at home will cost another  500. She will be ready to proceed to-morrow or next day. Within 15 minutes from the collision a tug towing a lighter up-stream came to the scene of the disaster. The passengers of the Brazilian steamer were transferred to the tug and on the subsequent morning the cargo was put into lighters as the steamer will be unable to proceed on her voyage. Great confusion amounting to panic appears to have prevailed on board the Brazilian steamer at the time of the accident, and, to judge by subsequent events, the confusion has not subsided as yet.—*Times*, Buenos Aires, March 21.

LOCAL NOTES

—On Sunday Col. Sylvestre Travassos, ex-commander of the police brigade of this city, took command of the 7th battalion of infantry.

—A Montevideo telegram of Sunday's date says that President Prudente de Moraes has written a letter recognising the Cuestas government.

—Before the territorial court in this city several witnesses testified on 1st Tuesday that the island of Fernando do Noronha is a convict station.

—At the public schools of the Federal District there matriculated last year 8,147 girls and 7,886 boys, making a total of 16,033 pupils.

—The lawyer of the military club has commenced the suit for obtaining the cancellation of the order of the war department prohibiting the meetings of that club.

—Col. Carlos Soares, one of Marshal Floriano Peixoto's privates, has been appointed commander of the police brigade of this city, 1st Col. Sylvestre Travassos, resigned.

—Admiral Julio de Noronha has resigned the office of chief of staff of the navy. Does he also aspire to the portfolio of marine in the cabinet organized by the Jacobins for Campos Salles?

—Just imagine what a noise there would be if Jo o Cordeiro, Alc nio and Barbosa Lima had really been chosen by the constituents whom they are supposed to represent in congress!

—After considerable hesitation Admiral Guilhaes was finally induced to accept the office of chief of staff of the navy to which he had been appointed, vice Admiral Julio Noronha, resigned.

—On the departure of the cruiser *Andrada* on the evening of the 29th ult., the two political prisoners S o Anna Nery and Jos  Maranh o were landed at Port Villeguion, the President having ordered their release.

—New York advices of the 10th ult. state that the *Harold* had received the following telegram from Rio de Janeiro: "It is reported that a party of Englishmen from British Guiana have invaded Brazilian territory on the Rio Branco river for the purpose of instigating a revolution." It is now generally known that no such invasion ever took place.

—If the government will invite some such man as Sr. Luiz Tarquinio to direct the financial affairs of the country, and then loyally support his measures, we feel sure that a way out of present difficulties will be found.

—If a well-meaning government like that of President Prudente de Moraes commits the abuses that are (in some instances, it must be confessed, justly) attributed to it, what may not be expected from the governments that are to follow it?

—Capt. Baptista dos Neves has published an article contradicting the greater part of the statements made by the Fernando de Noronha exiles in regard to harsh treatment. He acknowledges, however, that their letters were read and returned to them.

—A reporter of the *Journal do Brazil*, who visited the *Andrade* last Tuesday, states that he found on utter disregard of cleanliness on board. There had been, he says, many cases of beri-beri. This is a very serious question and should be thoroughly investigated.

—The *Dybale* is publishing an answer to Vice-President Manoel Victorino's manifesto. It can find no better way of defending President Prudente de Moraes than by reviling the Rio correspondent of the London *Times*, as fear that the President will not derive much benefit from the defence.

—What is the use of martial law if prisoners are to be released as soon as martial law has ended? Inquires Judge Bernardino Pereira, ex-chief of police of Marshal Floriano Peixoto. "What is the use of martial law," echoes the martial law geanty, "if penitentiaries are to be prohibited and gold pencils restored to released prisoners?"

—Private telegrams were received here on Friday to the effect that war between the United States and Spain could not be avoided. At this distance we can not of course know all the causes leading to so unfortunate a result, but if no other cause exists than the clamor of the "jig-saws," much blame will certainly attach to the United States.

—Our notice a fortnight ago of Mr. William Slater's return to Buenos Aires was a little too previous. We saw his name among those booked for that steamer, and presumed that he was among the passengers, but a call from him yesterday convinced us to the contrary. He is going down on the *Yaguajay* to try conclusions with the Argentine postmaster general over the telegraphic complications.

—On Tuesday at 9:30 a.m. the cruiser *Andrade* left for Bahia, where, it is stated, it will remain for a few days, proceeding afterwards to the island of Fernando de Noronha. It took the prisoners Senator João Correia, Deputies Barbosa Lima and Almeida Gusmão, and Major Thomaz Cavalcanti. The other prisoners, Capt. José Maranhão and Barão de Sant'Anna Nery, were set at liberty.

—An experiment was made on the 29th ult. with the devices for the gas illumination of the Candelaria church, which it is said resulted most successfully. The various devices comprise 1,354 gas jets, many of which are so contrived as to be invisible to persons in the body of the church. The paintings and ornaments are now nearly invisible, and it is said that the public inauguration of this beautiful church is not far distant.

—It is reported that to Vice-President Manoel Victorino there has been offered a seat in congress for the state of Rio Grande do Norte. Well, seats in congress are, of course, not so valuable as they were before it was picked up at any time and sent to Fernando de Noronha, or Cuenhy. Still many persons are not unwilling to accept 75 per cent even with the attendant discounts.

—On last Tuesday Ensign Magalhães Carneiro came to grief. The ensign, who is not only an officer of the army, but also a member of Col. Vallada's legislature in Sergipe, went on that day to report to the adjutant-general before leaving for Sergipe for the purpose of performing his legislative functions in that state. As he failed to remove his cap, the adjutant-general ordered him to report to the headquarters of the 10th battalion of infantry and remain there for four days under arrest.

—The new American minister to Brazil, Mr. Charles Page Bryan, arrived here on the 31st ult. on the Pacific steamer *Oreana*, from Liverpool. Mr. Page was met by Secretary Dawson and Consul-General Seeger, and after spending the day in the city went up to Petropolis in the evening, where he has established his residence. He is accompanied by Lieut. James A. Shipton, military attaché, and Mr. W. L. Lowrie, private secretary. It is the first time a military attaché has ever been sent out to this country.

—When Barão de Sant'Anna Nery fell into the clutches of the martial law geanty, he deprived him, as is the custom of the property they found on his person. Since his release he has recovered this property with the exception of a gold pencil. In the time of the Marshal, Baron, the pursuit of penitentiaries, we mean—was more eager and less discriminating, and articles less portable and less valuable than gold pencils were by no means disclaimed by the light-finger—we mean the martial law geanty.

—The dilapidated old exposition building on Largo da Lapa has at last been removed, and let us hope the experiment will not be tried again. The exposition resulted in very little public good, while on the contrary it occasioned a considerable loss to the public treasury and a considerable increase in protective tariffs.

—On Wednesday last on the ground that the island of Fernando de Noronha is a convict station, application was made to the supreme court for a writ of *habeas corpus* in favor of the prisoners on board the *Andrade*. The decision was postponed to Saturday, when the court ordered that the prisoners shall appear before it on the 16th inst. Judge Macedo Soares voted for the immediate release of the prisoners, since in his opinion, the decree for martial law, under the cover of which they were arrested, was unconstitutional and invalid.

—"We learn," says the *Gazeta de Notícias*, "that this week there will be held a political meeting to which will be invited the executive committee of the republican party and the friends of the government in the senate and chamber of deputies. The object of this meeting will be to take into consideration subjects of the utmost political importance and questions relating to the financial situation of the country and to the situation required by our credit at home and abroad. At this meeting will be present influential gentlemen, some of whom are not connected with partisan politics."

—Much scandal has been caused by the arrest of Dr. Mello Mattos, lawyer of the owners of the boliche on Rua do Lavradio, by Police-Delegado Ferreira Campello. The Instituto dos Advogados has appointed a commission to obtain redress for the sufferer. A thorough investigation should be made, and if the police delegate is shown to have committed an abuse of authority, he should receive exemplary punishment. The impunity with which abuses are committed is one of the principal causes of the present wretched state of the country. From the delegate's report, however, it would appear that the lawyer resisted the police official's orders for the closing of the boliche.

MARRIED.

CLARKSON—CARPENTER.—On the 2nd inst. by Brazilian civil authority at the 6th pretoria, and afterwards at the American Methodist Church, Largo do Cotte, by the pastor Rev. R. A. Tilly, WALTER EDWARD CLARKSON, of Wolverhampton, England, to CLEMENTINE (Tiney) MARKA CARPENTER, daughter of Janet and the late Francis Hine Carpenter, of this city. No cards.

PUBLICATIONS RECEIVED.

Boletim Quinzenal of the general board of public health for the second half of February. During the 13 days of this period there were 600 deaths, of which 80 were from pulmonary consumption, 66 from yellow fever, 39 from pernicious fever, 10 from beri-beri, 2 from typhoid fever and 10 from violent cases of accidents, 1 malarial and 3 suicides. The maximum temperature in the shade was 91.6° Fahr. and the minimum 70° Fahr. There was no rainfall.

BUSINESS NOTES.

—The Fiação e Tecidos Paulistaense company, of Paulist, has declared a dividend of 3500 a share.

—The São Paulo Railway Co. has declared an interim dividend at the rate of 11 per cent per annum for the half year ended December 31st last.

—The government has opened a credit of £3,212 14 1st the treasury agency in London to pay the American Bank Note Co. for a remittance of bank notes.

—The Pará *recebedoria* sold in February 72,415 state revenue stamps, of which 31,000 were of 100 reis and 31,200 of 200 reis. Of the 305 stamps, 99 were sold.

—To facilitate the work of the printer, we have somewhat changed the order of our commercial sections, that of "Stocks and Shares" being placed last.

—The Brazilian Submarine has declared an interim dividend of 3 shillings per share at the rate of 6 per cent, per annum for the quarter ending 31st December last.

—The Prado sand question in Bahia has been revived. The municipal council of Prado has prohibited the removal of sand and has asked for troops to enforce obedience to its order.

—The Companhia de Fiação e Tecidos Corcovado manufactured last year 5,892,168 metres of cotton cloth, nearly all of which was sold, together with the large stock which had remained from 1896.

—The official valuations of the exports from Pará in February aggregated 5,399,391\$273, of which the export duties were 1,135,730\$771, or an average of a little over 21 per cent. With the exception of fish glue; these exports were all forest products.

—It is stated that up to the beginning of February the new telephone company had succeeded in obtaining only 72 subscribers.

—The director of the postoffice will permit us to call his attention to the delay in the distribution of the *Hardwork's* mail. The steamer arrived here Saturday evening, and a considerable part of the mail was still undistributed Monday morning.

—The demand for houses of small and moderate sizes for some years past has led to their construction in large numbers, so that now the supply is much greater than the demand. Empty houses are now to be found in every part of the city, and as a consequence rents ought to come down.

—We venture to assert that at least nine-tenths of the Brazilian and foreign population of the country are heartily tired of the present wretched state of affairs; but we doubt whether it would be possible to induce a half a dozen persons to unite and go to work earnestly to improve the situation.

—The Pará tramway company (Cia. Urban de Estrada de Ferro Paraense) is unable to pay a dividend for 1897 on account of the low exchange. The company's capital is 3,200,000, its receipts last year 2,536,352\$78, and its expenses 2,017,752\$92. The company is also incurring expenses toward substituting electricity for animal traction. It lost 170 mules last year out of a total of 890.

—The Presidente fire and marine insurance company of Pará, working on 41 per cent of its declared capital, has declared a dividend of 25 per cent for each half year since its opening business on 31st June 1896. This means a dividend of 50 per cent a year. Last year the company received 35,821\$045 in premiums and 14,788\$ from interest on policies, while the insurance losses paid were only 63,186\$590.

—We learn from Pará that the company recently floated in London, under the name of "The Pará Rubber Estates Limited," to purchase and work the rubber estates of Visconde de S. Domingos, will have a capital of £350,000, of which £200,000 will be paid to the syndicate organizing the company. The speculations must have been very considerable in that job—certainly very much more than the shareholders will ever get out of it.

—Those of our readers who have need of good glasses will do well to call on Mr. A. Aronson, at the Hotel Victoria, Rua do Cotte, who is prepared to furnish the latest and best articles in that line, including many novelties in the way of eyeglasses. Mr. Aronson has testimonials from many countries and a large number of physicians. As he is stopping in Rio for a limited period only, those in need of his services should call on him at once.

—The municipal council of Curitiba, Paraná, and the Companhia Agua e Luz, of São Paulo, have fallen out in regard to payments for the public lighting of that town. The company has the concession for lighting Curitiba, and as the municipal council has defaulted on several payments amounting to 25,000\$, the advocate of the company threatened to suspend the service on April 1st in case settlement is not made. A subsequent telegram of the 31st ult. says that the municipal council has paid and the controversy is at an end.

—The following domestic products were dispatched at the Pará *recebedoria* for exportation during the month of February:

Rubber, all qualities.....	398,574	kilos
Cacao.....	107,869	"
Custardias (nuts).....	3,211	hectolit.
Green hides, salted, good.....	41,080	kilos
ditto refuse.....	11,634	"
Dry hides, salted, good.....	80	"
ditto refuse.....	270	"
Dry hides, stretched, good.....	52	"
ditto refuse.....	29	"
Deer skins, good.....	3,661	kilos
ditto refuse.....	2,466	"
Sheep skins.....	100	"
Camels, good.....	186	"
ditto inferior.....	302	"
Fish glue, <i>curipuba</i>	2,837	"
ditto other fish.....	480	"
Heron plumes.....	8,055	grams.

—The directors of the British Bank of South America, in their report for the financial year ended December 31st last, state that, in consequence of the occurrences mentioned in the 1st report, a very conservative policy has been pursued, as shown by the smaller figures in the balance-sheet. The profits earned have, however, been reduced, but, with the removal of the causes indicated, the directors look for better results in the future. The gross profits for the year, after allowing for rebate of interest on current bills and drafts and interest on deposits, and making full provision for bad and doubtful debts, amount to £150,794, brought forward from the previous year, makes £134,340. From this all charges at the head office and branches, amounting to £205,151, have to be deducted, leaving £11,886 available. A dividend on account of 6s. per share was paid in September last, and it is now recommended that a further dividend of 6s. per share, free of income-tax, be declared, payable on the 23rd inst., making for the year a distribution of 12s. per share, or 6 per cent, on the capital of £186,000, on the paid-up capital of £186,000. There will then remain a sum of £11,886 to be carried forward. The reserve fund remains at £300,000. To the pension fund created by resolution of the general meeting of May 4, 1893, 5 per cent interest has been added, raising it to £11,583.

—Financial News, March 11.

FINANCIAL NOTES.

—The India rubber exported from Ceará pays a tax of 7500 per arroba.

—The February receipts of the Pará (state) *recebedoria* amounted to 1,833,025\$765.

—Last year the exports, from the port of Ceará amounted to 7,211,915\$400, paying to the State government duties amounting to 153,322\$397.

—In February the receipts of the Ceará *recebedoria* (state revenue) amounted to 83,607\$228, against 111,016\$976 in the same month of last year.

—The official value of the exports from Destern amounted last year to 2,166,948\$120. On these exports the state government collected duties to the amount 202,042\$487.

—The *Statist* of March 12th, in its Stock Exchange section, says:—We may mention that the fall in Spanish and Brazilian bonds has been partly due to the difficulties of a large speculator in Paris.

—It was reported last week that government has been endeavoring to obtain in London a loan of £12,000,000, giving as security the receipts of the custom-houses and of the unleased government railways.

—If the government, knowing that it had to meet the obligation of paying interest on its debt, did not hesitate, nevertheless, to squander the public money, what will it not do when relieved of that responsibility?

—If the creditors of Brazil are asked to sanction the suspension of the payment of interest due them, they should insist on being permitted to supervise the collection of the public revenue and the application of the respective product.

—The cost of the recent trip of the cruiser *Andrade* from the island of Fernando de Noronha to Rio de Janeiro is estimated at 120,000\$, and the total expenditure with that vessel since it has been used as a prison-ship at 300,000\$. Are the prisoners worth it?

—The revenue of the state of Pará in February amounted to 1,873,025\$765, against 1,919,380\$193 in the preceding month. Of this total 1,588\$372 were deposits and 224,120\$351 were municipal revenues. Of the latter 1,135,730\$771 were derived from export duties, of which that on rubber (22 per cent) furnished 1,099,234\$011.

—The following returns of customs receipts for the month of March have been made public:

	1898	1897
Rio de Janeiro.....	8,117,843\$533	8,160,800\$672
Espirito Santo.....	43,993\$219	138,360\$293
Parahyba.....	73,698\$809	88,401\$451
Santos.....	3,402,514\$598	3,392,788\$575

—Before suspending the payment of interest on its debt, would it not be well for the government of Brazil to suspend all other payments? Of all the expenses made by the government there are none, perhaps, entitled to unqualified approval except those that are incurred in the payment of interest on the public debt.

—If, instead of becoming angry with those who warned them in time, the government and people of Brazil had followed the salutary advice kindly offered by real friends unjustly treated as enemies, they would not have been reduced to the present humiliating position of contemplating the suspension of the payment of interest on the public debt.

—The following statement shows the customs receipts at the port of Rio de Janeiro for the first quarter of each of the four years from 1895 to 1898:

1895.....	31,079,468\$834
1896.....	35,287,717\$913
1897.....	29,003,518\$332
1898.....	22,770,745\$613

—Various rumors were afloat the past week in regard to the future course of the government with regard to the payment of interest on the foreign debt. In addition to assertions that the government would suspend, it was stated that a moratorium of five years would be asked. What the government will really do has not transpired but it is the general belief that payments of interest under present conditions can not be continued.

—The state of Amazonas apparently has more money than it knows what to do with—so the government is throwing it away. According to our last mail advices, the governor, Dr. Filinto Pires Ferreira, had obtained licence from the legislature to visit Europe, and the latter added an appropriation of £800 a month for his expenses. Why should this man receive £300 a month to enable him to visit Europe, when the nation itself is so crippled in its finances that a suspension of payments is considered unavoidable?

—A London telegram of the 29th ult. says the newspapers there have been studying the manifesto of Vice-President Manoel Victorino, and have improved the occasion to call attention to the deplorable state of Brazilian finances. Had the statements made by this manifesto been forwarded by the *Times* correspondent, what a clamor would have been raised! He would have been called an enemy of Brazil, and his expulsion would have been demanded. But as it is the Vice-President who talks of extravagance, of misuse of public funds, of clandestine issues of paper money, and all that, no one has anything to say!

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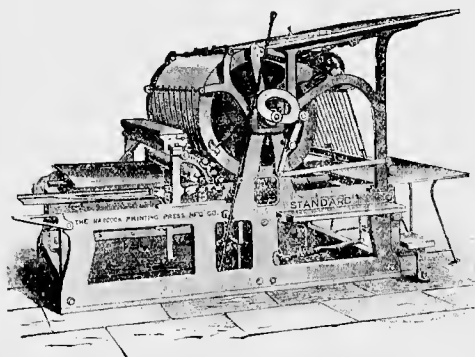
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This paper is now in its 24th year, having originally been published as *The South American Mail* and *The British and American Mail*. It assumed its present title at the beginning of April, 1874, when it was published three times a month. From a tri-monthly it has been changed to a weekly publication, and from four pages it has been increased to twelve.

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